

OUR PUBLIC FORUM


William Sproule
 On the Employment of the Employer

The employment of the employer is a phase of the labor problem not so well exploited as the employment of the employee but is equally as important to the prosperity of the country. The employer was never known to go on a strike nor to ask for a reduction in hours yet the trend of our legislatures has been to discourage his activities. Mr. Wm. Sproule, President of the Southern Pacific Company, when asked to discuss employment from the standpoint of the employer, said in part:

"It is the habit of the time to speak of unemployment as if it related only to those who work for a specific hourly or daily, weekly or monthly, wage. It is thought of chiefly as relating to those engaged in the humbler duties of life. The facts run quite to the contrary. It is the employer who is first out of employment. As a natural sequence he is followed by the employee who next finds himself out of work. Unemployment begins only when the employer himself begins to be unemployed. When the employer is prosperous and his energies are profitably employed, employees have abundant employment and they also prosper. But why is this period of unemployment? It is because all business is bewildered and uncertain. It does not know whether it may proceed in safety. It does not know with what snares its path may be laid. This condition began with transportation and now extends to all business. The greatest trouble with this country today is that every business which has been developed by the genius of the American people has become the object of unforeseen attack from some quarter or feels the threat or danger of attack. Our laws, which formerly were precise and definite, have blanketed business with loose generalities called crimes which the men who drew the laws and the men who interpret those laws cannot themselves define with any precision. Even when they endeavor to expound those laws they make them more obscure and mystifying than before.

"There is nothing more distressing to an employer of labor than to turn away good men who desire to do good work; but until all wake up to the fact that unless the employer is prosperous the employee is failing in prosperity, we will have little improvement. When we have learned the lesson that in this nation we are simply a big industrial family in which we all prosper together or we do not prosper at all, we will then have promise of relief from the misunderstandings and cajolements which increase unemployment and destroy the comfort and the prosperity of the average man.

"I urge relief from the fads, fancies and isms which have filled our streets with unemployment and put away the dinner pail of the working man empty upon the shelf in the impoverished home. I urge the restoration of confidence in the fact that American men of business are the peers of any in the world. I urge that the American workingman cannot be prosperous unless the American men of business prosper. I urge that prosperity can come to us only with the full dinner pail. Finally I urge that the public interest in transportation is that it shall be prosperous in order that it may be a successful and energetic aid to all the business it is designed to serve."

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R. P. Schwerin
 On the Seamen's Bill


The American plowmen are interested in sea commerce. It is expensive and likewise humiliating to have to salute a foreign flag every time a farmer wants to ship a bushel of wheat, a bale of cotton or a pound of farm products across the ocean. The American farmer is entitled to the protection of his flag in sending his products across the sea, and Congress should give such encouragement to shipping interests as is necessary to meet foreign competition in ocean commerce. A recent bill known as the Seamen's Bill became a law under the President's signature and Mr. R. P. Schwerin, vice-president of the Pacific Mail Steamship Company, when asked to define this law and outline its effect upon American steamship lines, said in part:

"The bill provides that no ship of any nationality shall be permitted to depart from any port of the United States unless she has on board a crew not less than seventy-five per centum of which, in each department thereof, is able to understand any order given by the officers of such vessel, nor unless forty per centum in the first year, forty-five per centum in the second year, fifty per centum in the third year, fifty-five per centum in the fourth year after the passage of this Act, and thereafter sixty-five per centum of her deck crew, exclusive of licensed officers and apprentices, are of a rating not less than able seamen."

"The overseas trade of the world is competitive, therefore the original cost of the ship and the operation of the ship have to be reckoned with in the keen competition of these rival nations with one another. The Oriental sailor is obedient and competent and is the cheapest sailor in the world. It is therefore manifestly clear that if this law applied to all nationalities in the transpacific traffic, all would be on the same economic basis, but it works a single hardship to all the ships of the world, except the Japanese and American ships, and with the latter it works two hardships. With the European, the cost of constructing a ship is no higher than the cost of constructing a Japanese ship, but if they had to provide European crews, while the Japanese operated with Japanese crews, the condition of competition would be such that they could not overcome the handicap and they would be driven off. But the American ship would have to contend not only with the tremendous increase of cost of wage in the substitution of the European crew for the Chinese crew, but also the greater initial cost of the ship. As the Japanese have now done away with their European officers and Japanese crews, all of whom speak a common language, there is no difficulty for them to comply with all the conditions of the bill and continue their Japanese crews, with Oriental wages.

"The law, therefore, instead of assisting the American ship, adds another heavy burden, while it places none whatever upon the Japanese ship, but, on the contrary, turns over to the Japanese the traffic of the Pacific Ocean, which the American ship is forced to forego by act of Congress of the United States."

OUR PUBLIC FORUM

III—Julius Kruttschnitt
 On Financing Railroads


The farmers of this nation need to become better acquainted with the railroad men and their problems. It is only those who know that can give us information and the farmers of America should listen attentively to what the men who manage railroad property have to say. Mr. Kruttschnitt, executive head of the Southern Pacific, has written an article dealing with the financing of railroads. He said in part:

"The financing of a railroad is a function which the people, through their servants, the Railroad Commissioners and the Legislators, have never attempted, but it is a most important problem, especially to sections of a State where new railroads are needed. The placing of securities has been left entirely with the promoter and owner of railroads.

"The immediate determination of what earnings the railroad shall be permitted to receive and what burdens it shall have put on it is in the hands of other servants of the public

—the Legislators and the Commissioners. "Managing a railroad is quite different from managing a government where the money is raised by taxation. When the expenditures, for good reasons or otherwise, increase taxes can be equally increased. The railroads, while servants of the public, cannot raise money with such ease and facility. The railroads must keep their expenditures within their incomes because while they have some control over their expenditures they have almost no control over their incomes, their rates being fixed by public authorities.

"There is not a railway manager in the country today who is not fearful that under the press of increasing demands the transportation systems of the country will, in a few years, break down, unless the railroads are allowed to carry larger funds wherewith to build it up. There are vast sections of the country, especially in the West, where more railroads are needed and they cannot be built unless the railroads raise new capital.

"People invest money in order to make money, and they are skeptical as to whether they can make money by investing in concerns that are dealt with stringently and unfairly. Railroad securities must be made more attractive to invite investments, and in order that they may be made more attractive, the roads must be allowed earnings that will enable them to meet the increased capital charges."

Flagstaff Athletic Club



This is the Club that will give the big show at the Sultana Theatre Friday September 10th.

The entire entertainment will be of a quality seldom if ever before equaled in this town. It is a show that is an education in its self in addition to being highly entertaining.

Perhaps most remarkable among the many features of the program are the feats of little Edward Robinson. He weighs but fifty pounds, yet bridges between his head and heels and supports one hundred pounds on his chest, and carries his mother across the stage and preforms many other wonderful feats.

The admission price is very reasonable in consideration of the large number taking part and the high class of the entertainment.

An Athletic Club Will be formed in Williams after for the coming winter.

ADMISSION 50c - 75c - \$1.00

ORDINANCE NO. 88

An Ordinance Levying and assessing the taxes for the town of Williams, Arizona, for the year 1915, and ordering a warrant drawn for the same.

Be it ordained by the Mayor and Common Council of the town of Williams, Arizona, as follows, to wit:

Section One

That a levy and assessment of taxes, and the same is hereby made of 4 mills on the dollar, of and on the assessed valuation of all real and personal property within the corporate limits of the town of Williams, Arizona, as shown by the assessment roll for the current year, to defray the current expense of the town such as salaries of the officers, and the ordinary and contingent expenses of the town, not herein otherwise provided for.

Section Two

That a levy and assessment of taxes be and the same is hereby made of three mills on the dollar of and on the assessed valuation of all real and personal property within the corporate limits of the town of Williams, Arizona, as shown by the assessment of the current year, for the purpose of constructing

and repairing streets, sidewalks, sewers, crossing, bridges and culverts upon the streets and sidewalks of said town.

Section Three

A warrant is hereby ordered to be drawn, issued and properly signed in accordance with the law to the collector of taxes of said town of Williams, Arizona, for the collection of said taxes, returnable thirty days from date.

Section Four

All ordinances, resolutions or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section Five

This ordinance shall be in full force and effect from and after thirty days after its passage and publication according to law.

Passed by the Mayor and Common Council of the town of Williams, Arizona, this 7th day of September, A. D., 1915, and presented to the Mayor for his signature and approved, and by him approved and signed this 7th day of September, 1915.

H. M. Stark
Acting Mayor

W. C. Rittenhouse
Attest Town Clerk (Seal)
First pub. Sept. 9 1915
Last pub. Sept. 23 1915

F. C. Howe

On The Advantages of Free Ports



Mr. F. C. Howe, Federal Commissioner of Immigration, who is one of the best American authorities on marine commerce, in discussing the relation of free ports to the development of sea trade said in part:

"Ships will go hundreds of miles out of their way to avoid ports surrounded by a tariff wall. The only way, therefore, for a country with a tariff to compete in the shipping world with a free-trade country is to establish free ports at strategic points along its coast line. Germany has done so, and in a comparatively short period has built up a carrying trade which before the war was seriously threatening England's supremacy. Hamburg, one of the three German free ports, now ranks as the second greatest seaport in the world, its total foreign commerce in 1913 being only \$8,000,000 under that of New York.

"The free port would offer great opportunity for financial operations, now made possible by the recent currency act. It would stimulate international banking, and would tend to shift the financial center of the world to this country. And America, by the logic of events, has become the natural center for the world's financing, just as London became that center several centuries ago, when it shifted from the cities of the Netherlands. But the financial center will only move to this country when it becomes a clearing house of goods as well as of money. For credit the world over is created by currently created wealth in transit or change so that our financial expansion is dependent upon the opening up of American ports to the clearance of the wealth of the world. A port should not operate to yield a return on the investment, but to develop the prosperity of the country." In recapitulating the advantages, Mr. Howe brings out the importance of the free port in developing our shipping and linking us with South America, Asia and Africa, and then concludes:

"The most important gain is the direct gain to America. It will cheapen commodities by bringing great quantities of goods to our doors for importation or export, as trade needs demand. It will stimulate the growth of exporting houses, which can hold goods for an indefinite period without payment of tariff dues (often equal to the cost of the article itself) for disposal to meet the trade demands of the whole world. It will upbuild international credit and shift to America an increasing and ultimately a predominant share in international exchange.

"Finally, America is the natural country to be the counter of the world. Its seacoasts face every other continent; it is the greatest of all reservoirs of raw materials and foodstuffs. In iron and steel and standardized production it is in a position to compete with the world. But international trade (and this is always overlooked) must be reciprocal. It cannot be one-sided. And credit balances cannot for any prolonged period be paid in gold. They can only be paid by exchange of wealth."